

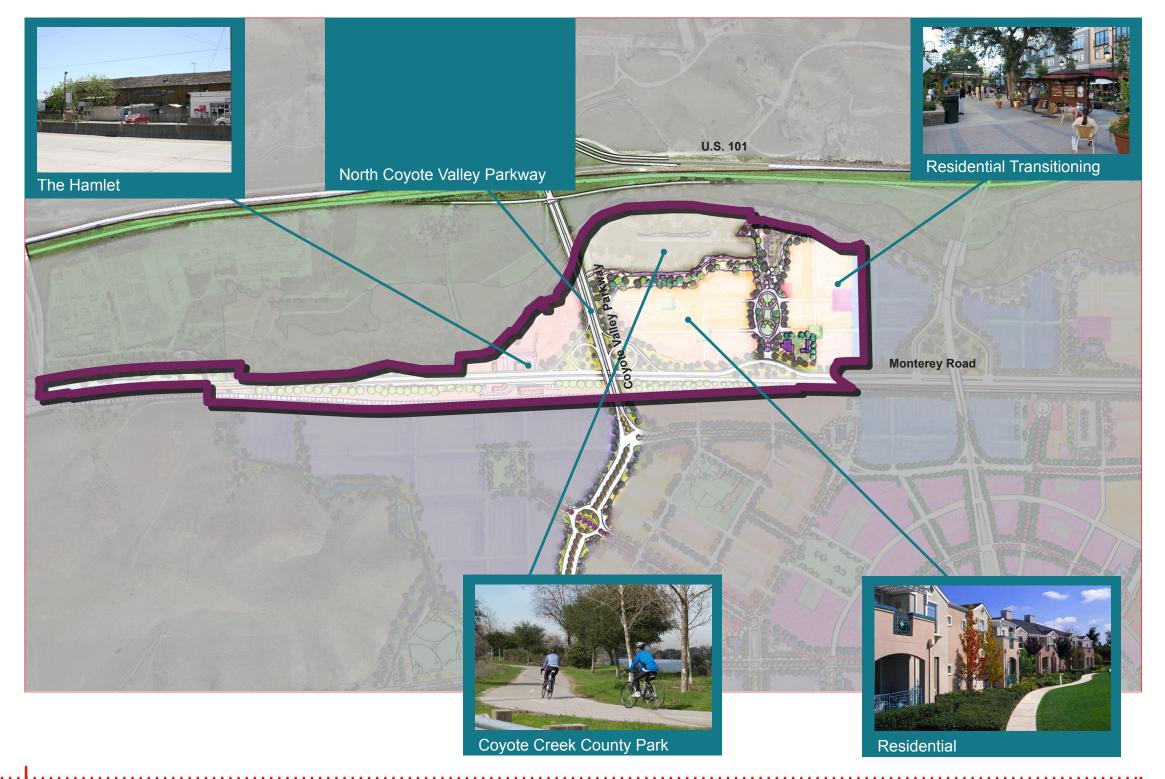
Planning Area C contains the northern most entrance to Coyote Valley from U.S.101. via North Coyote Valley Parkway. To the north of the connection to U.S.101 is one of the most distinctive features of this area, that being the historic center of Coyote Valley, known as the Hamlet.

The character of Planning Area C is also influenced by its location between Monterey Road and the Coyote Creek County Park. The Coyote Creek County Park contains trails, recreational uses and the creek. A frontage road adjacent to the County Park helps tie this area to the rest of the communities on the east side of Monterey Road.

Residential development will include both buffering of units adjacent to Monterey Road and units fronting the Coyote Creek County Park. The area will also include a transition to the workplace in the adjacent Planning Area B.

Overall Development Program Expected Industry Driving jobs	62
Required Minimum Workspace for Industry Driving Jobs	48,602 sq.ft.
Required Minimum Residential Units	
Required Minimum Ground Floor Retail and Commercial Space	10,802 sq.π.
Urban Design Overview	92
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Planning Area C Urban Design Overview





The Hamlet

The Hamlet contains several unique historic structures and is an area that could be enhanced with the moving of other historic frame structures into the area to further reflect its western stage stop past. The unique hardscrabble character of the existing uses around the Hamlet provides an historic basis upon which to build a new uniquely integrated live work industrial loft district.

North Coyote Valley Parkway

The third and final connection between CVSP and U.S.101 is North Coyote Valley Parkway that traverses through this planning area. This connection will require a new freeway interchange. The surrounding live/work industrial loft character does not present the kind of high technology corporate image expected at Bailey Avenue or South Coyote Valley Parkway. Rather, flanking urbanization is a lower scale mixed-use community that is best screened by extensive landscape buffering.

Coyote Creek County Park

A small frontage road and trail along Coyote Creek County Park serves to link the communities on the east side of Monterey Road. It will travel under North Coyote Valley Parkway where it goes over Coyote Creek. The Coyote Creek County Park lands east of this frontage road will provide a substantial open space amenity for these neighborhoods. A strip of Santa Clara County land extends to, and accesses Monterey Road (northbound) approximately 1,650 feet south of the North Coyote Valley Parkway overpass over Monterey Road.

Residential

Key concepts for residential development in the area includes: buffering landscape and uses (i.e. garages and carports) between residents and Monterey Road; a neighborhood park at the crossing of the communities primary east/ west and north/south streets that leads to Coyote Creek County Park open space; and a strong pedestrian orientation to the Coyote Creek County Park frontage road and trail.

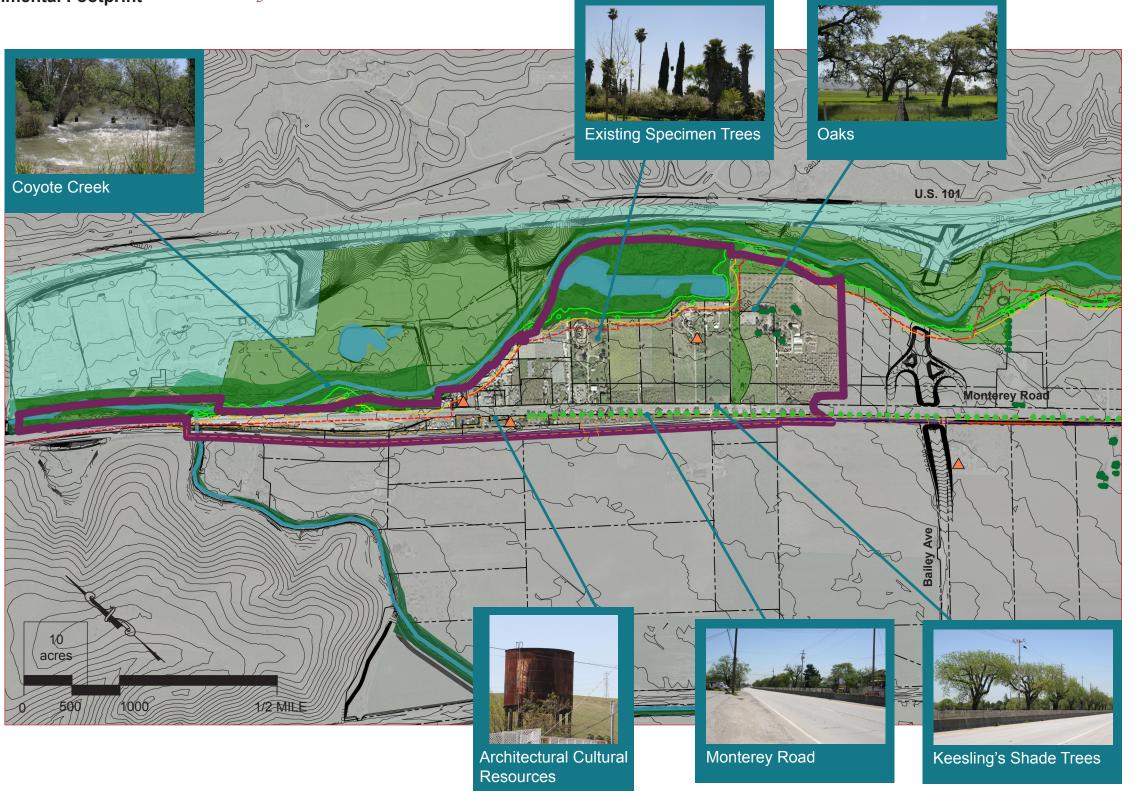
Residential Transitioning

The southern edge of the residential district will transition through a small mixed-use neighborhood center to Planning Area B, the Bailey Avenue High Identity Corporate Gateway to CVSP's core.

CVSP Appendix I Planning Area Details

R3

Planning Area C Response to Existing Environmental Footprint





Coyote Creek

Coyote Creek is located within the Coyote Creek County Park as identified by the Santa Clara County Parks and Recreation Department. The Coyote County Park runs south to north along the eastern edge of the urban development area of the CVSP. This corridor contains riparian habitat adjacent to the creek and recreational opportunities.

Objective O-1

Preserve and protect Coyote Creek.

Objective O-2

Protect the existing riparian habitat environment of Coyote Creek.

Policy P-1

Require a minimum 100-foot setback from the Coyote Creek Riparian Corridor (defined by both top of bank and edge of any continuous riparian tree canopy).

Policy P-2

Require appropriate mitigation for encroachments into the Coyote Creek Riparian Corridor (See Chapters 7 and 9).

Policy P-3

Limit non-urban encroachments into the Coyote Creek Riparian Corridor for bio-filtration, additional Coyote Creek County Park trails, flood control access, and recreational access and facility development in cooperation with Santa Clara County Parks and Recreation Department and Santa Clara Valley Water District.

Policy P-4

Encourage expansion of the riparian habitat and aesthetics of the Coyote Creek Riparian Corridor area through forestation with a tree and plant palette already present in the Riparian Corridor.

Policy P-5

Require a frontage road outside of the riparian setback to separate the development from Coyote Creek County Park.

Depiction D-1

Top of Bank and Edge of Riparian Corridor Delineation; 100-foot setback delineation.

Oaks

The age, stature, landmark and environmental quality of large single oaks and rows of oaks are an important part of the character of Coyote Valley as they are for much of Northern California.

Objective O-1:

Protect the historic significance of mature oak trees.

Policy P-1:

Require existing mature oak specimens to be included in the landscape of urban development.

Policy P-2:

Require conformance with City of San Jose Tree Ordinance.

Depiction D-1:

Location of individual oaks and oaks along property lines within Planning Area C by analysis of aerial photos and preliminary site visit.

POLICIES

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CVSP Appendix I
Planning Area Details

Planning Area C



Response to Existing Environmental Footprint

Keesling's Shade Trees

The Keesling's Shade Trees were planted at the turn of the twentieth century by nurseryman Horace Greely Keesling between the railroad and Monterey Road. The trees were planted on approximately 100-foot centers. The row of trees have been designated as local heritage trees by the San Jose Historic Landmarks Commission in 1975 and are California State Points of Interest. The trees have been severely trimmed due to their proximity to the overhead utility lines. As part of the improvements to Monterey Road, the overhead utility lines will be removed, allowing the trees to attain a more natural growth form.

Objective O-1

Retain the Keesling's Shade Trees along Monterey Road.

Policy P-1

Require the alignment and improvements of Monterey Road to maintain a landscape buffer between the road and the railroad right-of-way of at least 15 feet and incorporate the existing Keesling's Shade Trees within the landscape buffer.

Policy P-2

Require the landscaped buffer to be installed in conjunction with adjacent Monterey Road improvements.

Policy P-3

Require the removal of the overhead utility lines above the Keesling's Shade Trees.

Policy P-4

Require an analysis of the health of the existing trees, remedial maintenance of existing trees, including appropriate trimming, and replacement of dead or dying trees with trees of the same species.

Depiction D-1

Plan, detailed 3D plan, section, and example photo of Keesling's Shade Trees and landscape corridor.

Architectural Cultural Resources

This Planning Area contains several architectural resources and an area that could potentially qualify as an historic district. These resources include: the historic Coyote Grange Hall Number 412, built in 1892; and the Santa Clara and Pajaro Railroad Depot/Braslan Warehouse Complex, consisting of the Depot, circa 1869, Pump House,

circa 1869, Water Tower, circa 1869, Bunkhouse, circa 1869, and the Braslan Seed Company Warehouse, circa 1902. Also, this area contains the J.M. Owen House, circa 1875, that retains a high level of historic integrity.

Planning Area C also contains several historic architectural resources that are not considered to be significant or potentially eligible for the California Register or National Register. While not considered to be eligible for these registers, they represent a part of the historic character of Coyote Valley.

Objective O-1

Preserve historical architectural resources, to the extent possible.

Policy P-1

Require preservation of the Coyote Grange Hall and the Coyote Depot Complex.

Policy P-2

Encourage the establishment of an historic district around the Coyote Depot Complex.

Policy P-3

Encourage the preservation in place or the relocation and preservation of the J.M. Owen House.

Policy P-4

Based on the Cultural Resources report by Basin Research (February 2006), any construction work within any designated site of significant architectural resources shall require an approved architectural resource impact mitigation program. Such program may include: photo survey, restoration or preservation, historic review and documentation.

Policy P-5

Based on the Cultural Resources report by Basin Research (February 2006), any construction work within any designated site of an architectural resource that is not considered to be significant or potentially eligible for the California Register or National Register shall require preparation of an architectural resource impact mitigation program. Such program may include: photo survey, restoration or preservation, historic review and documentation.

Depiction D-1

Location of potential historic architectural resources.

POLICIES



Cultural Resources

Planning Area C contains numerous locations that have been identified as sites of potential historical archeological or Native American resources. The extent and nature of these sites have not been determined.

Objective O-1

Understand, preserve and protect Coyote Valley's archaeological and particularly Native American cultural resources as appropriate.

Policy P-1

Based on the Cultural Resources report by Basin Research (date...), any construction work within any designated site of significant archaeological resources shall require an approved archaeological resource impact mitigation program. Such program may include: excavation and preservation in an appropriate facility and or interment.

Policy P-2

Require preparation of an archaeological resource impact mitigation program if archaeological resources are identified outside of known designated sites. Such program may include: excavation and preservation in an appropriate facility and or interment.

Depiction D-1

Archaeological mapping is available to appropriately credentialed individuals through the City of San Jose Planning, Building and Code Enforcement Department.

Monterey Road

Monterey Road currently consists of two-lanes in both the north and southbound directions. As a result of traffic accidents in the past, a concrete barrier was installed down the middle of the road to protect opposing traffic. Monterey Road carries large volumes of traffic between South Santa Clara County and San Jose. Heaviest traffic is found during peak hours, with traffic generally flowing north in the morning and south in the evening. There currently are no street improvements, other than paving for the section of Monterey Road through Coyote Valley.

Objective O-1

Maintain Monterey Road as a major north south arterial.

Objective O-2

Create a pleasant and safe driving experience for motorist traveling on Monterey Road.

Policy P-1

Require Monterey Road to be widened to three lanes in each direction to accommodate anticipated traffic needs.

Policy P-2

Prohibit expansion of Monterey Road on the west side to protect the Keesling's Shade Trees.

Policy P-3

Encourage limited access points onto Monterey Road from properties to the east to reduce traffic conflicts.

POLICIES

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CVSP Appendix I
Planning Area Details



Existing Specimen Trees

In addition to oaks and the Keesling's Shade Trees, there are other mature trees that exist within this Planning Area.

Objective O-1

Preserve existing mature trees.

Policy P-1

Require existing specimen trees to be included in the landscape of urban development.

Policy P-2

Require conformance with City of San Jose Tree Ordinance.

Depiction D-1

Location of individual specimen trees within Planning Area C by analysis of aerial photos and preliminary site visit.

Railroad Right-of-Way

The westerly edge of Planning Area C includes the Union Pacific rail line. Currently, there is double tracking from the north to a point approximately 800 feet north of the proposed Coyote Valley Parkway over-crossing of the tracks. From this point south there is currently only a single track.

Objective O-1

Retain existing railroad tracks and right-of-way.

Policy P-1

Prohibit urban development from encroaching into the future right-of-way necessary for expansion of rail service through Coyote Valley.

Policy P-2

Prohibit sensitive uses from locating proximate to the rail line to reduce potential impacts from noise and vibration associated with rail service.

Policy P-3

Require fencing or walls between the rail line right-of-way and adjacent uses.

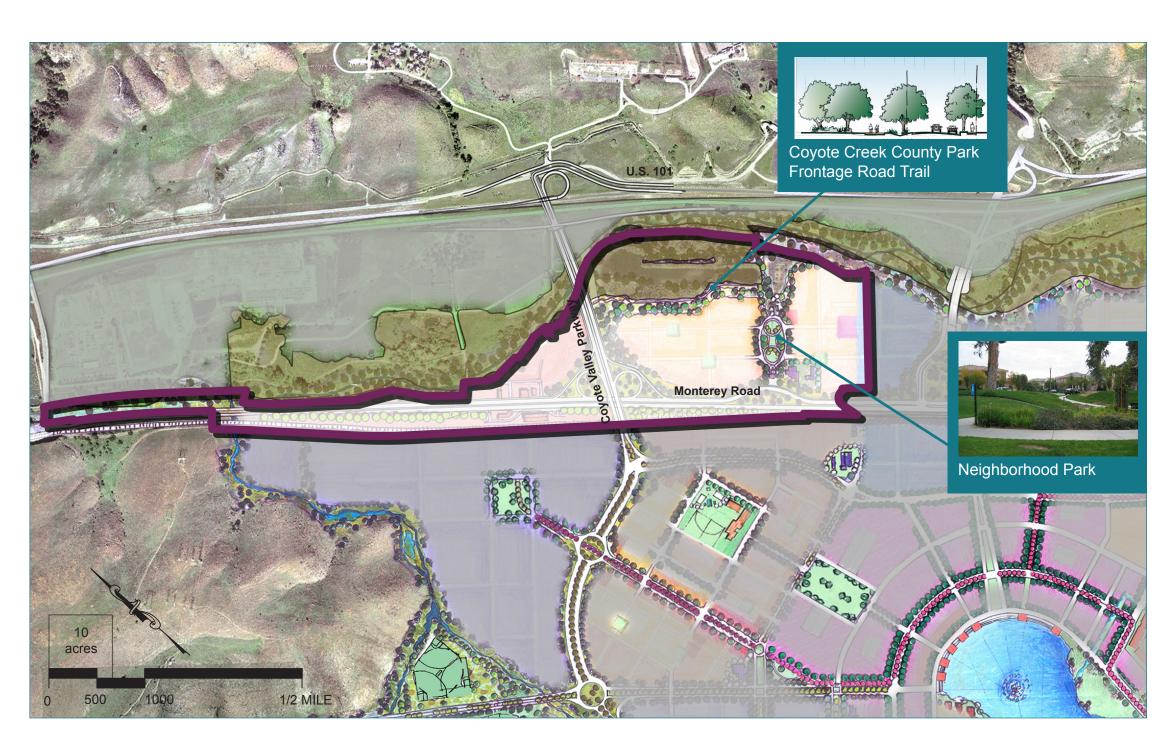
Policy P-4

Require the installation of trees and landscaping as screening along the rail line right-of-way.

POLICIES

Planning Area C

Public Realm Community Facilities



Planning Area C **Public Realm Community Facilities**

Notes

The following transportation and circulation elements of the CVSP will comprise the Public Realm Roads and Transit within Planning Area C.

Neighborhood Park

A small neighborhood park will be incorporated into the street leading to the existing Coyote Creek County Park trailhead north of Bailey Avenue. This park will be located partially on Santa Clara County land. The park will create a visual link between the entrance to this Planning Area and the Coyote Creek County Park open space.

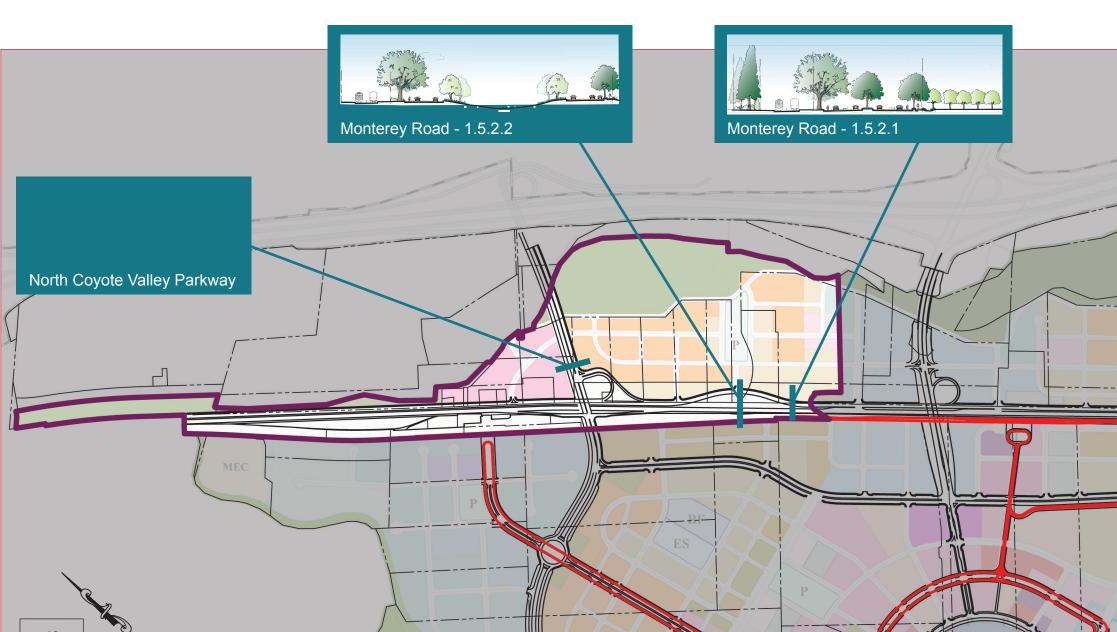
Coyote Creek County Park Frontage Road Trail

Between CVSP's urban develop and Coyote Creek County Park there will be a twolane frontage road with parking only on the development side of the street. On the park side of the street there will be a joint-use trail that provides for pedestrian, bicycle and equestrian users. This trail may, in some cases, be within the Coyote Creek County Park land and in other cases within the developable area of the CVSP. This trail may be located within the riparian setback area.

CVSP Appendix I 6/6/2006 WORKING DRAFT

Planning Area C

Public Realm Roads and Transit



acres

500

1/2 MILE

The following transportation and circulation elements of the CVSP will comprise the Public Realm Roads and Transit within Planning Area C.

Monterey Road

Monterey Road will be widened to three lanes in each direction, and traffic signals will be kept to a minimum to maintain capacity for regional north-south traffic as described in Section 7.6.3 (see typical section 1.5.2.1.) Only two signals are planned, one north of and one south of Bailey Avenue, to provide connectivity for freeway access similar to the configuration partially constructed. Monterey Road will serve a stormwater detention / biofiltration role for areas east of UPRR, with bioswales along the east edge and detention storage in grade separation loops and the flared median area north of Bailey Avenue. Along this section of Monterey Road, the right-of-way will flare outward to the east to a maximum median width of 150 feet. In addition to six lanes, Monterey Road will have a curbed median, eight-foot shoulders for bicycles and emergency stops, and a sidewalk along the east side (see typical section 1.5.2.2.)

Coyote Valley Parkway Grade Separation

The proposed Coyote Valley Parkway Grade Separation will connect U.S.101 to Monterey Road and cross over the railroad tracks to align with Coyote Valley Parkway. The proposed grade separation connects to the freeway interchange with a bridge structure over Coyote Creek and the County Park property and includes an overpass structure over Monterey Road and the UPRR tracks. It includes a partial cloverleaf for northbound and southbound returns from Monterey Road to Coyote Valley Parkway. Coyote Valley Parkway will consist of three lanes of traffic in each direction with a minimum five-foot shoulder on each side and a 12-foot shared-use trail on the north side to accommodate the regional trail system (see typical section 1.4.1.1.)

Railroad

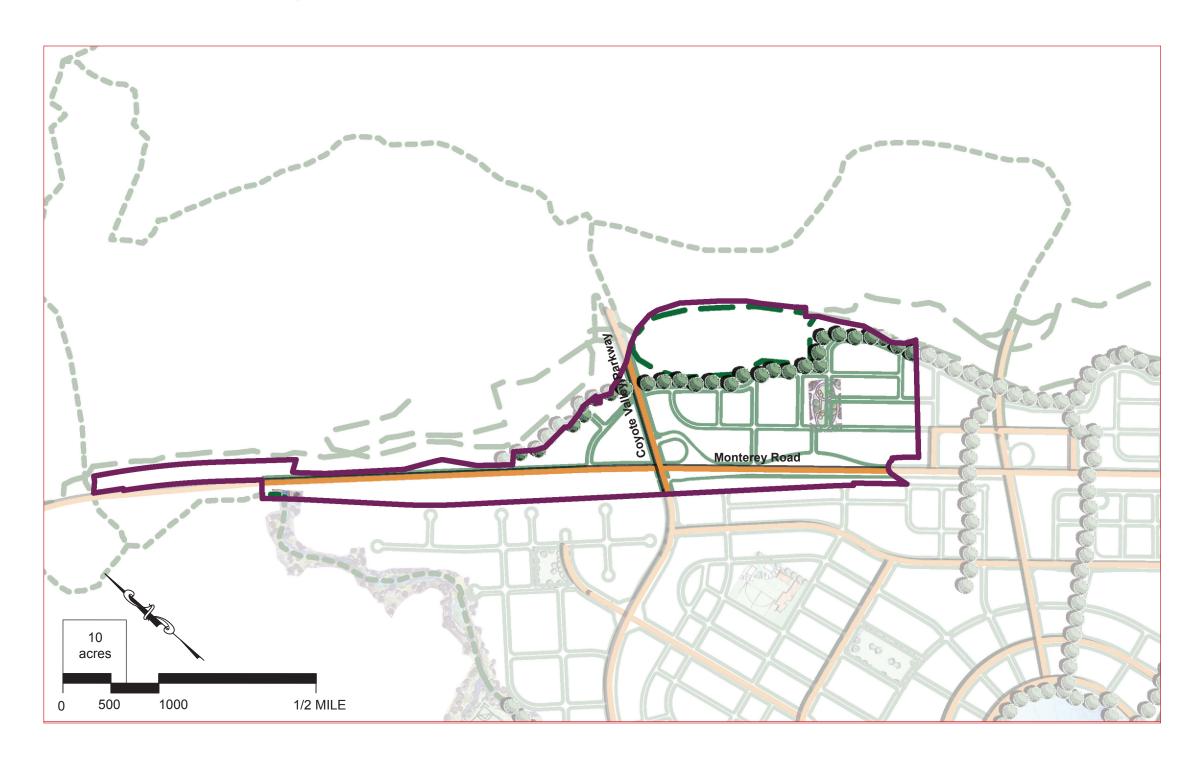
The current double tracking of the UPRR line ends at a point approximately 800 feet north of Bailey Avenue. To accommodate the future extension of the double tracking to the Coyote Station, additional right-of-way may be necessary. The double tracking will be extended through this Planning Area to the Coyote Station.



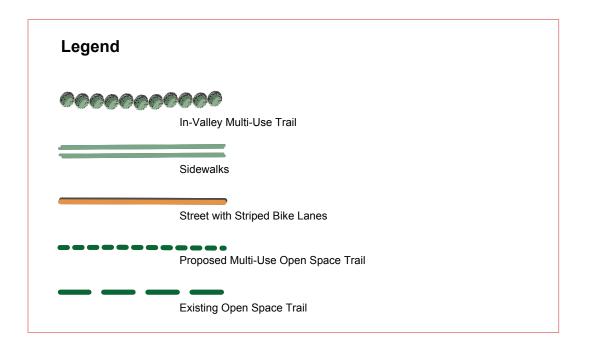
Notes

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Planning Area C Non-Vehicular Circulation







The CVSP Urban Model conceptually starts addressing mobility from the smallest, most urban and pedestrian friendly component and works up. It concentrates activities and densities within an easy walk to transit. It prioritizes pedestrian safety and friendliness in intersection design. It creates a highly connected neighborhood network and it enhances neighborhood-to-neighborhood connectivity.

As illustrated on the Non-Vehicular Connections Map, the CVSP provides a multitude of opportunities for moving about the community without the need for the private automobile. The non-vehicular network includes: sidewalks, multi-use trails and designated bicycle lanes. At a smaller scale than is shown on this map, a network of paths, paseos, mid-block public walks and plazas will be provided in private developments. These smaller pedestrian connections, in conjunction with those connections shown on the Non-Vehicular Connections Map, will facilitate pedestrian and bicycle accessibility throughout Coyote Valley. This will create a permeable system of connections that provides grade separation for cars, transit, pedestrians, bikes and equestrians through the use of over-crossings, under-crossings, bridges and urban pedestrian-only spaces.

Sidewalks

With only a few exceptions, all street sections will include sidewalks on both sides. The exceptions include: the west side of Monterey Road; vehicular bridges over the Monterey Road/railroad corridor where exclusive pedestrian bridges are provided; residential stub streets serving less than ten homes; streets within parking fields; and rural streets.

Multi-Use Trails

The CVSP provides over 20 miles of multi-use trails. They are designed to provide a continuous trail network for pedestrians, bicyclists and equestians in settings that are enjoyable and safe. These multi-use trails include: Fisher Creek, Coyote Creek County Park Trail (within Urban Area), Coyote Valley Parkway, Lake loop-trail, and Urban Canal Park trail.

Bicycle Lanes

Class II bikeways (bike lanes) are provided on all major roads to provide connectivity thorughout Coyote Valley. These exclusive bike lanes are striped between the curb or on-street parking and driving lanes. In addition to these designated bikeways, Class I bikeway (bike paths) are included as part of the multi-use trail network. Class III bikeways (bike routes) are non-designated routes that are shared with pedestrian or motor vehicle traffic.

For a further discussion of the Non-Vehicular Circulation element of the CVSP, see Chapter 6, Section 6.1 of the CVSP.

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Planning Area C Private Realm Connections







Legend

Public Infrastructure Street Network

These streets create the underlying Infrastructure Road Network for Coyote Valley.

Transit

The transit network is formed through the use of fixed transit guideways. These fixed guideway transit corridors will include:

- · Single-side running fixed guideways;
- · Double-side running fixed guideways; and,
- · Transit stops

Busy Urban Streets

These streets are fixed in their locations. They are designed to:

- · Carry fairly high volumes of traffic;
- Provide alternative routes through Coyote Valley;
- · Integrate with the urban pedestrian experience;
- Provide primary neighborhood to neighborhood connections; and
- Provide connections to and aligns on civic focal points and public facilities.

Neighborhood Through Streets

These streets are generally fixed in their locations, but may be modified. They are designed to:

- Provide connectivity through neighborhoods and across Busy Urban Streets;
- · Carry local neighborhood traffic; and
- Provides a through street network for in-Valley trips.

Destinations, Connections and Principles

These streets have fixed beginning, destination and property boundary points. They are designed to:

Provide routes serving neighborhood and community facilities and destinations.

Block Principles and Patterns

These streets are flexible in their locations. They are designed to:

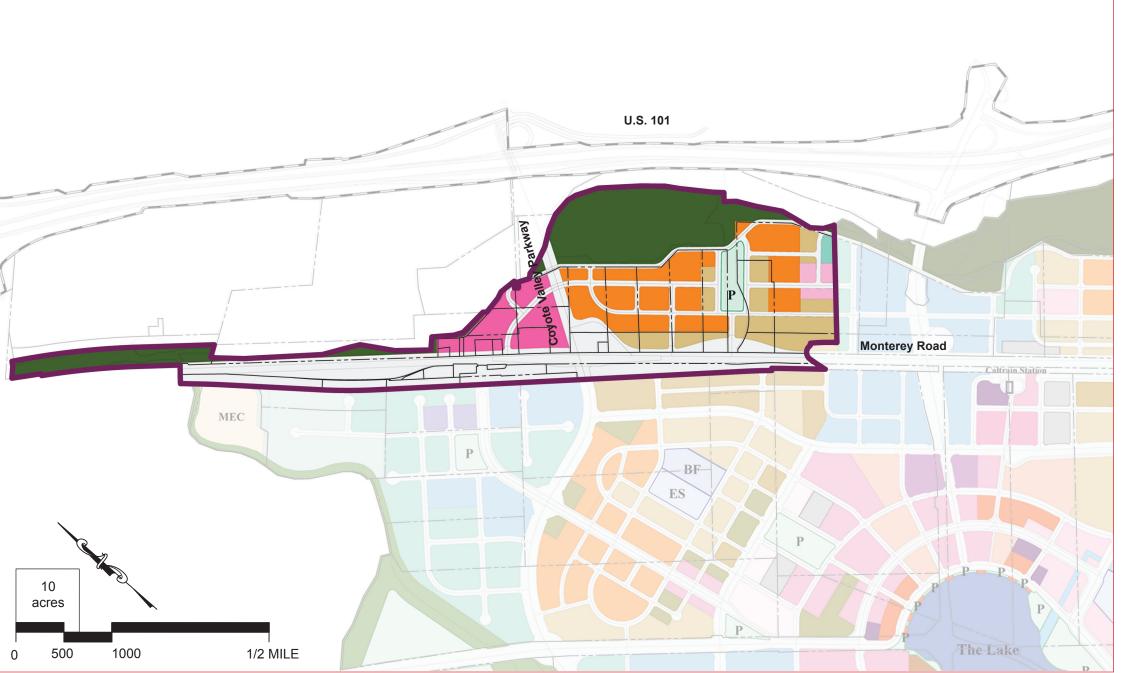
- Provide a neighborhood network of through streets;
- Provide streets encompassing blocks generally not exceeding four-acres in residential and mixed-use areas.

CVSP Appendix I Planning Area Details

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Planning Area C Private Realm Land Use







Land Use

Notes

Legend Land Use Designation Residential Mixed-Use Low Density Live Work/Loft (5-10 DU/AC) (MU1) Medium Density Office over Commercial (10-20 DU/AC) Residential over Optional Office Medium High Density (30-45 DU/AC) Residential over Optional Commercial High Density (45-65 DU/AC) (MU4) Mid-Rise Hi-Rise Residential over Office (75-100 DU/AC) Hi-Rise (100+ DU/AC) **Open Space** Open Space Commercial Coyote Valley Lake Neighborhood Commercial Urban Canal Core/Regional Commercial Coyote Creek Park Chain BF Ballfields (Shared Facility) Industrial/Workplace P Public Parks (>=1 acre) Research and Development (0.2 - 0.3 FAR) Support Industrial **Public** (0.2 - 0.3 FAR) Educational Campus Industrial (Elementary, Middle, High School) (0.3 - 0.4 FAR) District Parking Industrial Park/Office (1.0 -1.5 FAR) Public Transit Professional/Administrative Office (1.75 - 9.0 FAR) R.O.W. Existing Workplace Public Quasi Public ? Fire Station Locations Gavilan Property Future Caltrain Station

Located between Monterey Road and the Coyote Creek County Park and northerly of Planning Area B, this is the northern most portion of Coyote Valley east of Monterey Road. This area also contains the Hamlet, the original town in Coyote Valley. This Planning Area will be the first experience travelers will have of Coyote Valley as they travel south on Monterey Road or enter the area on the Northern Coyote Valley Interchange from U.S.101. The historical significance of the Hamlet and the existing historical structures in this area lend to creating a unique mixed-use neighborhood where living and working together will be celebrated.

South of the North Coyote Valley Parkway the area will be a neighborhood of medium high-density three-story multi-family housing and town homes that will buffer medium density single-family homes from Monterey Road and the workplace center in Planning Area B. The medium-density housing will face onto a frontage road that separates the development from the open space corridor of the Coyote Creek County Park.

The major entry road into the neighborhood south of Coyote Valley Parkway will focus on a neighborhood park that will provide a strong visual link to the Coyote Creek County Park. This entry street will also provide access to a staging area for the Coyote Creek County Park trail network.

> CVSP Appendix I Planning Area Details

Planning Area C Private Realm Detailed Land Use



Planning Area C







Multi-family

Luxury 22-story high-rise apartments or condominiums

100 units per acre Parking in building



R-2
Multi-family
5-9-story mid-rise
apartments or condomiumuns
75 units per acre
Parking in building



R-3
Multi-family
4-story wood frame
apartments or condominiums

45 units per acre
Parking below podium or wrapped within building



R-4
Multi-family
3-story wood frame
apartments or condominiums
30 units per acre
Surface parking with carports



Single-family

3-story town homes or town home style condominiums

22 units per acre Private garages

R-5



R-7
Single-family
3-story single-family
detached cluster homes

14 units per acre Private garages



R-8
Single-family
2-3-story detached
cluster or patio homes

12 units per acre Private garages



Single-family **2-story detached homes**

10 units per acre Private garages

R-9



R-6 Single-family

2-story single-family edge and transition detached estate homes

5 units per acre Private garages





Corporate/Technology Office 4-story with all onsite surface parking (1 space per job) 285 square feet per job

FAR = 0.39



Corporate/Technology Office 7-story with 4-story on-site structured parking (0.66 space per job) 285 square feet per job FAR = 1.4



Corporate/Technology Office 2-story with all on-site surface parking (1 space per job) 285 square feet per job FAR = 0.39



Research and Development Laboratory 1-story with all on-site surface parking (1 space per job) 285 square feet per job FAR = 0.24



Corporate/Technology Office 4-story with 4-story on-site structured parking (0.66 space per job) 285 square feet per job FAR = 1.04



Downtown Professional Service Office 20-story with off-site district parking (0.6 space per job) 285 square feet per job FAR = 8.5



Downtown Professional Service Office 4-story with off-site district parking (0.6 space per job) 285 square feet per job FAR = 1.75



W-8 Downtown Professional Service Office 7-story off-site district parking (0.6 space per job) 285 square feet per job FAR = 3



W-9 Light Industrial 1-story with all on-site surface parking (1 space per job) 500 square feet per job FAR = 0.3



Manufacturing 1-story with all on-site surface parking (0.6 space per job) 125 square feet per job FAR = 0.2

W-10

Planning Area C

Private Realm Mixed-Use Building Types





6-story live work loft/town home

500 square feet per job

District parking for jobs, on-site residential parking FAR = 1.4



22-story high-rise

18 floors of residential over 4 floors of office 300 square feet per job

District parking for jobs, on-site structured parking for residential FAR = 3.6



6-story live work loft/town home

500 square feet per job

Surface parking for jobs, residential parking in building FAR = 1.75



M-4

4-story

3 floors office over regional commercial 300 square feet per job

All district parking FAR = 1.73

M-5



4-story

3 floors office over local commercial 300 square feet per job

On-site surface parking and street parking FAR = 0.4



M-6

4-story

3 floors residential over regional commercial

District parking for commercial, residential parking in building FAR = 1.72



4-story

3 floors residential over optional office

1 job per 3 homes (approximately) Street parking for office, residential parking in building FAR = 1.38



3-story

2 floors residential over optional office 3 jobs per 5 homes

Street parking for office, residential parking in building FAR = 1.02



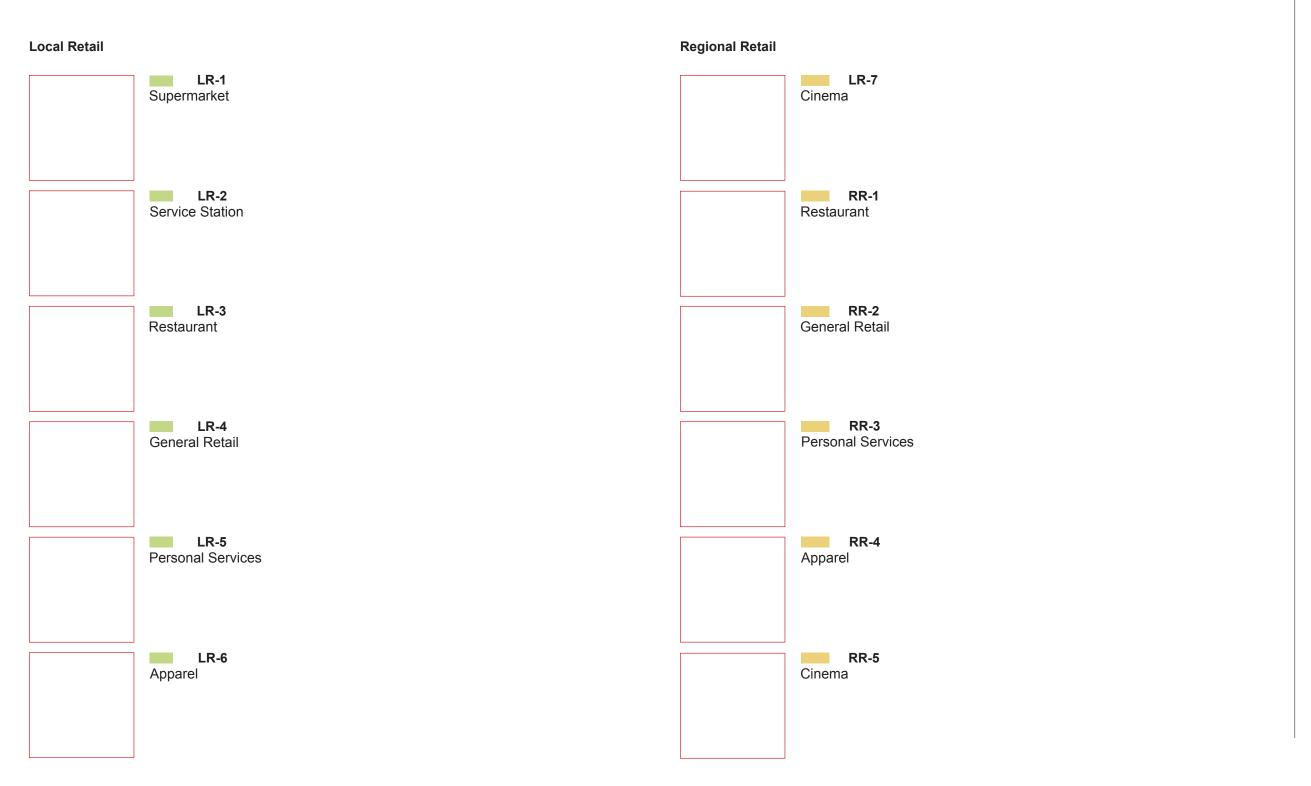
M-7

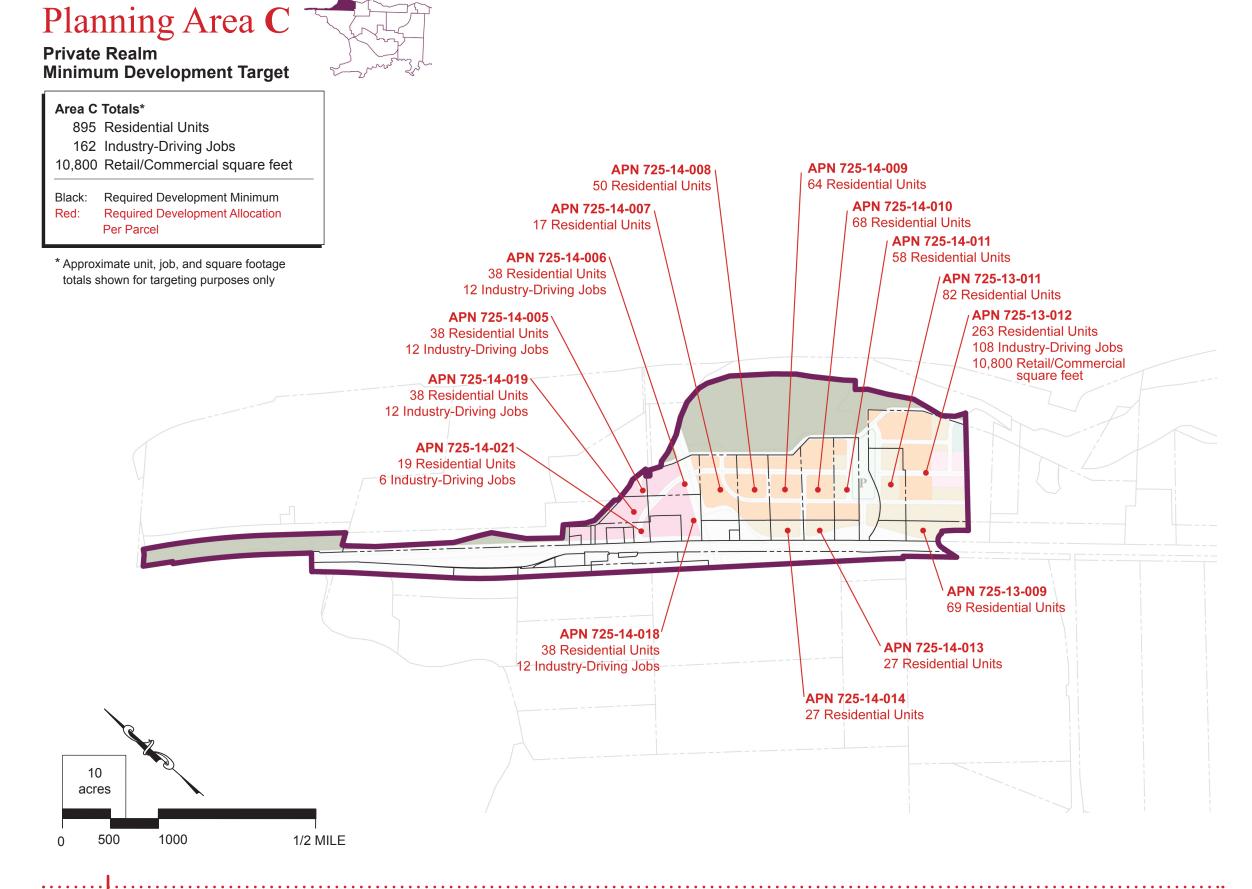
4-story

3 floors residential over local commercial

Surface and street parking for commercial Residential parking in building FAR = 1.38







Objective

Implementing the Coyote Valley Specific Plan's ultimate goal of 25,000 residential units and 50,000 jobs requires delicately balanced phasing and placement of these two major components. Based on phasing of its underlying infrastructure, the development of any one planning area will be closely monitored, ensuring that certain specific targets are met at a small scale on the way to developing the project's ultimate goals.

Breakdown and Distribution of Minimum Development

Residential units, industry-driving jobs and commercial space are distributed across planning areas to designate concentrations of workplace and varying densities of residential development on a neighborhood-by-neighborhood basis. The next step is to break these broad distributions down into a parcel-by-parcel minimum requirement to achieve the ultimate build out as envisioned. Based on a detailed study of building types and distribution of uses, this breakdown confirms that ultimate totals can be met, and also provides an initial suggestion of how much of each type of development must occur on each parcel.

Flexibility

Certain frameworks for development have been established and are fixed. Land uses and overall bulk are carefully regulated by the land use plan and form-based zoning code. However, specific implementation strategies are encouraged to seek a variety of densities, unit sizes, and building types. As such, only overall totals per parcel are provided, in hopes of stimulating creative solutions to meeting these targets. Within each parcel, residential units, industry-driving jobs, and commercial space may be arranged in any number of configurations that yield the required totals.

Minimum Development Target for Planning Area C

The development of Planning Area C must take into account several important transitions. First, preservation of the Hamlet requires building types and densities that are respectful of its historical character, yet also provides the sense of a mixed-use village community that supports an adequate number of both jobs and residents. Second, development adjacent to the Coyote Creek County Park open space must step down in scale, while maintaining a density appropriate for the Coyote Valley. Two- and threestory single-family residences are proposed for this edge. Third, adjacent to the Planning Area B boundary, higher density residential and mixed-use development creates a shared edge with Planning Area B's workplace character. Fourth, higher density town homes and apartments will increase density appropriately closer to the Monterey Road transportation spine.

CVSP Appendix I 6/6/2006 WORKING DRAFT Planning Area Details

Planning Area C Urban Form





The following section describes the key land use and urban design objectives and policies that are to shape the pattern of development for Planning Area C, the Hamlet and Northern Mixed-Use Residential Neighborhood.

Land Use

Objective 0-1

The Northern Entry and Historic Center to Coyote Valley

The objectives of Planning Area C are to create the northern entry identity and arrival experience to Coyote Valley from both U.S.101 and Monterey Road, and enhance the historic character of the existing Hamlet.

Policy P-1

Vertical Mixed-Use Building Types

Select buildings in the Planning Area C are required to be vertical mixed-use building types.

Policy P-2

Enhance Historic Character

Encourage the enhancement of the historic, western stage stop character of the Hamlet through the relocation of other historic structures in Coyote Valley to the Hamlet.

Policy P-3

Live work Industrial District

Concentrate live work units in the Hamlet area to create a live work loft district that builds upon and reflects the industrial character of the area.

Policy P-4

Arrival Experience

The arrival experiences to Coyote Valley from U.S.101 on North Coyote Valley Parkway and from San Jose on Monterey Road are required to have the following land-scape sequence:

North Coyote Valley Parkway

1) From U.S.101, crossing the riparian habitat zone and plantings of the Coyote Creek County Park; 2) formal orchard plantings within the circulation system open space with a lanscape buffer on both sides of North Coyote Valley Parkway along the edge of live work lofts to the north and residential town homes to the south; and, 3) transitional landscaping at the over-crossing of Monterey Road and Caltrain.

Monterey Road

1) From San Jose, views to the Coyote Creek County Park open space and riparian habitat to the east; 2) Keesling's shade trees with views across the Caltrain right-of-way to the landscape edge of the employment uses to the west; 3) opening of the landscape to see the historic structures of the Hamlet; and 4) formal orchard tree plantings at the North Coyote Valley Parkway interchange.

Policy P-5

Transition in Building Height and Massing

North of Coyote Valley Parkway

To protect historic structures in the Hamlet, live work lofts are to be no greater than three stories adjacent to existing historic character structures, with building heights permitted to transitioning to up to four-stories adjacent to Coyote Creek County Park.

South of Coyote Valley Parkway

To protect and reduce visual impacts to Coyote Creek County Park, residential uses immediately adjacent to Coyote Creek County Park are to be no greater than two to three stories in height within 100 feet of Coyote Creek County Park.

Policy P-6

Buffering of Residential Areas along Monterey Road

To protect and reduce environmental impacts to residential uses immediately adjacent Monterey Road, a 25-foot setback is required along Monterey Road to allow tree planting to buffer residential uses, screen residential parking and the back of buildings from public view, and create an natural landscape edge along Monterey Road.

Transit Accessible Street and Block Pattern

Objective O-2

Maximize transit ridership and the ease of access to transit for pedestrians and bicyclists by creating a highly interconnected network of walkable city blocks that offers multiple routes to and from Planning Area B and the pedestrian over-crossing to the Coyote Core District.

Policy P-1

Maximum Block Size

To create a highly interconnected street network, location of flexible streets that shape the size of development blocks are required to be no greater than three acres within Planning Area C.

POLICIES

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Planning Area Details



Policy P-2

Maximum Block Length

To create a highly interconnected street network block lengths are required to be no greater than 500 feet in length. Block lengths are encouraged to be no greater than 300 feet in length in locations adjacent to the Hamlet.

Policy P-3

Alleys and Pedestrian Paths

For residential and live work development blocks alley access and mid-block pedestrian paseos are required to increase pedestrian connectivity to Coyote Creek County Park.

Policy P-4

Street Continuity

Flexible streets are required to align and connect to streets that extend to and from Planning Area B.

Orientation of Streets and Buildings to Views of Coyote Creek County Park

Objective 0-3

Reinforce public views to Coyote Creek County Park through the alignment and orientation of flexible streets and building frontages.

Policy P-1

Rectangular Street Pattern

Flexible streets are required to form a pattern of rectangular streets and development blocks that are parallel and perpendicular to Monterey Road.

Policy P-2

Coyote Creek County Park Frontage Road

A flexible street shall be located along the edge of Coyote Creek County Park, where development is required to face the creek and is not permitted to back on-to the creek.

Vibrant Streets and Public Spaces

Objective 0-4

Create a rich pedestrian environment that enlivens streets and activates public spaces by providing ground floor uses and street frontages that relate to the unique spatial characteristics of the adjacent public space or street.

Policy P-1

Required Street Frontage Types

Planning Area C Urban Design Map, Planning Area C is comprised of the street frontage types which describe the required building orientation, ground level use, entries and relationships to the adjacent public spaces and streets:

1. Live Work Loft District

To create a vibrant live work loft district with an industrial character, loft buildings are to orient building facades to public streets with entry lobbies and ground floor building common spaces facing, accessible and visible from the street. Loft buildings are to be built up to the back of sidewalk with an 80 percent build-to line. Where entries occur, either mid-block or at intersections, decorative pedestrian-paving treatments are required at the entry and across the sidewalk to the curb. Parking access is to be located away from public view. Curb cuts are to be minimized, with no more than two per block face.

2. Residential Neighborhood Park Frontages

Buildings located along the Coyote Creek County Park and the neighborhood park are required to orient building facades to face the park, with entries and porches providing access to the frontage road. For multi-family residential, frontages are to include residential lobbies with architectural entrances, building common areas, or ground level residential units that are elevated above grade of the adjacent sidewalk with direct access to the street. Parking is required to be located at the rear of lots for both multi-family and single family residential.

3. Residential Neighborhood Frontage to Four-Story Office Uses

To create a civic edge, workplace office buildings across from residential uses shall orient to public streets with a 25-foot landscape front yard setback and residential frontages shall include facades, entry lobbies and ground floor building common spaces facing, accessible and visible from the street.

POLICIES